

INFORMATION REPORT INFORMATION REPORT

CENTRAL INTELLIGENCE AGENCY
EX-101
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COUNTRY	Rumania	REPORT		50X1-HUM
SUBJECT	The Naval Base at Mangalia	DATE DISTR.	11 January 1963	
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THIS IS UNEVALUATED INFORMATION. SOURCE GRADINGS ARE DEFINITIVE. APPRAISAL OF CONTENT IS TENTATIVE.

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1. The Mangalia naval base was located on the north shore of Lake Mangalia, and a dense barbed wire fence and a strip of forest screened the base on the north from the sea shore. There were two checkpoints for the naval base; one was located in Mangalia on the south side of the base, and the second, which was manned by few guards because of the relatively low volume of traffic, was located on the western side of the base. The growing number of holiday visitors to the beaches and rest homes in Mangalia were prevented from approaching the naval base by huge fences and numerous Frontier Guard and naval police patrols. Although there was a Frontier Guard checkpoint a few kilometers north of Mangalia, persons with satisfactory reasons for being in Mangalia needed no special entry permit apart from their identity card, work book, or holiday voucher.
 2. Security regulations within the naval base were particularly severe because it was relatively easy to visit the town of Mangalia. Base personnel had orders to keep to the paved roads after dark, and sentries were instructed to fire without warning at anyone not obeying these orders. In practice, however, the guards tended to warn any of their comrades who might have wandered off the paths at night, although there had been cases of people being shot and the guards being commended for alertness. Yet, many persons at the base were known to have sneaked out of the base after dark and to have returned without being detected. It appeared that the

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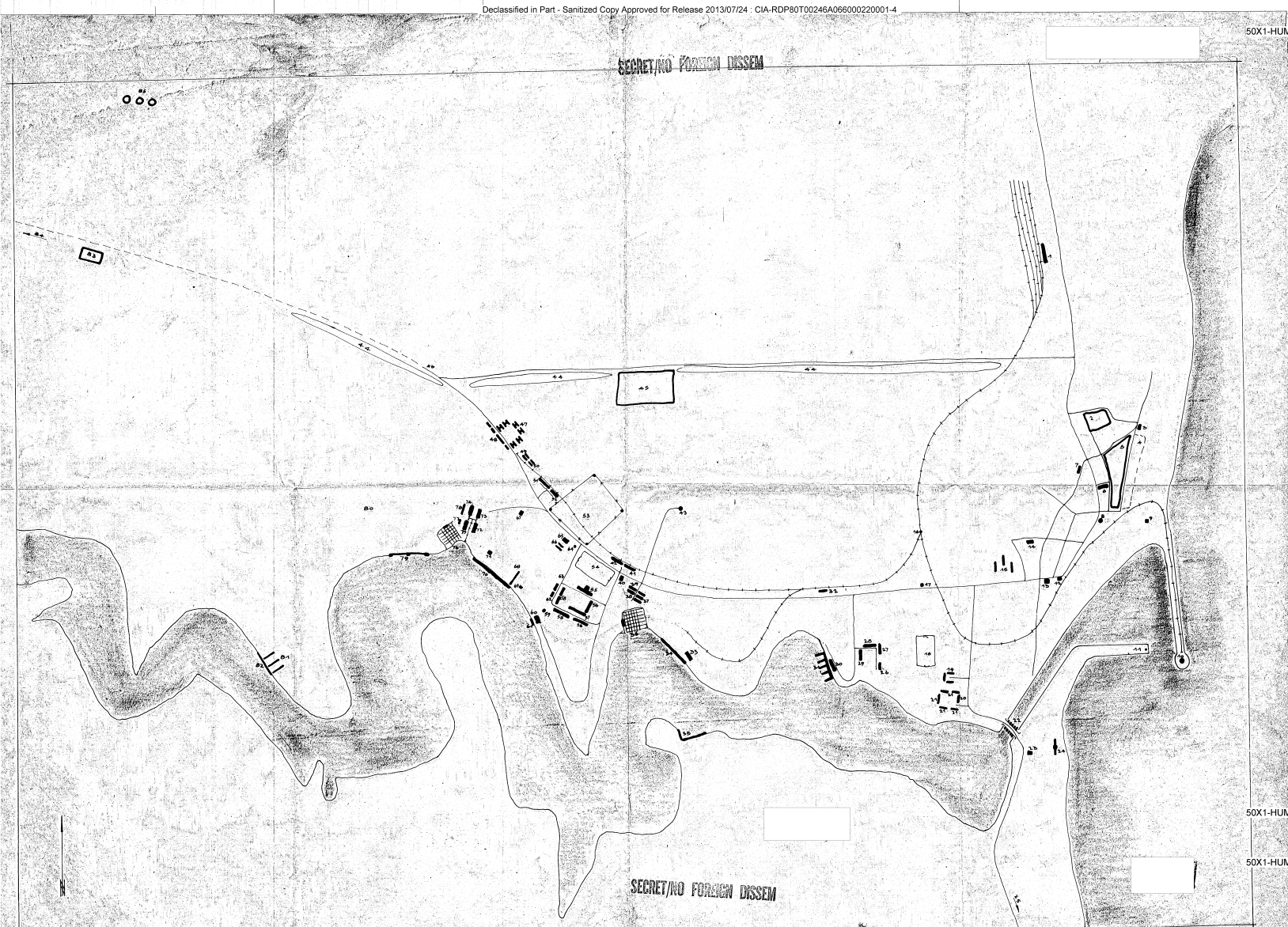
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sentries would not fire on anyone whom they saw climbing through the fence and that most of them had adopted the attitude of "live and let live."

3. The following units were stationed at Mangalia:

- a. A regiment of marine [] near the naval training depot was equipped with a number of flat-bottomed boats, which were kept anchored in the lake []
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- b. A submarine squadron equipped with four Soviet submarines []
All the officers in the crews of these vessels had been trained in Leningrad. Two of the four submarines were generally kept at the base, while the other two were on patrol in the Black Sea.
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- c. A torpedo boat flotilla [] was equipped with five or six obsolescent vessels []
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- d. A fleet and coastal minesweeper squadron [] was equipped with about six vessels designated "DB" and "DR" respectively.
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- e. A motor torpedo boat squadron [] was equipped with 39 PB-type vessels, fitted with two torpedo tubes and a surface search type radar.
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- f. A destroyer squadron was equipped with four obsolescent (pre-World War II) vessels.
- g. A naval air base on the south shore of the lake. The seaplanes [] were used for reconnaissance and transport, although they were observed on a number of occasions to carry torpedoes to the ammunition storage on the lake.
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- h. A maintenance and repair unit of about 200 different technicians at a special workshop area, where there was a slipway with a 200-ton winch, a 50-ton mobile crane, and a floating drydock for repairing torpedo boats and destroyers.
- i. A Frontier Guard [] battalion, to which a frontier reconnaissance squadron was attached. The ships were very similar to the torpedo boats except that they were armed with a single 80 mm. gun mounted in a turret on the foredeck. These ships were heavier than the motor torpedo boats and had an estimated displacement of 50 tons.
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- j. An antiaircraft artillery regiment deployed along the north shore of the lake.
- k. An engineers battalion near a camp called "Tabara Hasuri."

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The personnel of the battalion wore khaki uniforms with black shoulder boards and insignia of the Engineers Corps.

1. A guard company of the Ministry of the Interior (MAI). The company commander, who had previously been an air force officer and who still wore an air force uniform, was also the field security officer of the naval base.
- m. Artillery and radar units deployed between Mangalia and the Bulgarian border [REDACTED] 50X1-HUM
4. The motor torpedo boat squadron consisted of three companies, one of which was deployed permanently in the Black Sea, and the remaining two were at the naval base. Each company had 12 torpedo boats, with one kept ashore in reserve in a state of readiness. [REDACTED] 50X1-HUM
[REDACTED]
[REDACTED] The command establishment of the squadron consisted of the commanding officer, the chief of staff, a deputy for political matters, five to six technical officers (for engines, radar, torpedoes), radio personnel, a personnel office, and secret documents office.
5. The establishment of a torpedo boat company consisted of the following:
 - a. The commanding officer, a captain or a lieutenant captain, usually sailed on board one of the torpedo boats instead of its regular commander.
 - b. The deputy commander for political affairs, of the same rank as the flotilla commander, also occasionally replaced one of the torpedo boat commanders.
 - c. The technical officer, a lieutenant major or captain, was a qualified engineer who was responsible for the hulls, engines, armaments, radar and signals equipment of the company's boats.
 - d. The medical officer, also a lieutenant major or captain, headed a medical team of five qualified medical orderlies. The medical team ran a four-bed sick bay and made monthly medical inspection of all the torpedo crews.
 - e. The technical sergeant-major headed a maintenance team of two mechanics, a fitter, an electrician and a radio mechanic. The maintenance team did only light repairs.
 - f. The administrative sergeant-major was responsible for a services team of eight kitchen orderlies, a driver, an assistant cook, a civilian cook, a food store-keeper,

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an equipment store-keeper, two tailors, a shoemaker, an electrician, a postal clerk (also dispatch rider), and a number of ordinary seamen who on occasion replaced sick members of torpedo boat crews.

- g. Twelve torpedo boat crews. Each crew consists of the commanding officer (lieutenant), gunner (corporal or sergeant), torpedoman (a private who fires the torpedoes in the case of a technical fault preventing the commanding officer from firing), two machinists (corporals), and a non-commissioned officer with sufficient knowledge to command the boat in the case of the commanding officer being absent or incapacitated.
6. The boats of the motor torpedo boat squadron were built in the USSR, had duralumin hulls, and displaced 30 tons. Each boat had two Soviet (Magnitogorsk ?) V-14 cylinders; water and air-cooled diesel engines, with four 24-volt batteries for each engine. Two 400-liter fuel tanks installed in the ceiling of the engine room could be used separately or together and, when full, were sufficient for a 30-hour voyage. The boat had a maximum speed of 40 knots and was divided into water-tight compartments that could be sealed off, if necessary. The engine room had CO₂ containers for extinguishing fires and two pumps that began operating automatically when sufficient water had penetrated the room to reach the pump valves. Most of the boats had a 35 mm. gun with a 300 degree traverse and a five-round magazine. When the boat was at sea, the gun was loaded with one magazine, four magazines were placed on deck, and 50 additional magazines were kept in a storeroom directly below the gun. The boats had no armament except the single gun and the torpedo tubes. On a number of new boats which arrived in early 1961, the 35 mm. gun had been replaced by a 25 mm. machine gun in a turret with 360 degree hydraulic traverse and maximum elevation of 60 degrees.
7. When a motor torpedo boat company was due for a rest period, it would raise all its boats on the slipway. When the boats were ashore, the hulls were scraped, and the boats were made ready so that they could be refloated within minutes in the event of an emergency. As soon as an alert was sounded, the boats would all put out to sea so as not to remain "sitting targets" in the lake. Navigation at sea was based on radio, principally from shore stations but also from other warships at sea in the same area. One of the routine operations of the squadron was to follow from afar Western cargo ships from the moment they entered Rumanian territorial waters until they anchored in port and then from the time they left port and until they had left Rumanian waters.
8. Only the motor torpedo boats on patrol duty carried armed torpedoes; the remainder carried unarmed torpedoes for ballast purposes only. The boats loaded torpedoes at the ammunition dump on the north shore of the lake, about 200 meters west of the repair yard. This dump apparently served only torpedo boats and motor torpedo boats, since no submarines were ever seen in the vicinity. Each of the three storage buildings at the dump had an electric crane manned by a separate crew of storemen.

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9. The workshops at the naval base, designated [redacted] did repair work only; in fact, the shops had so little to do that the repairs which they did carry out were of a very high standard. In addition to large planing and slotting machines and numerous other items of up-to-date equipment, the repair shops had a huge lathe, capable of turning the propellor shaft of a destroyer. A large floating crane with a lifting capacity of 60 to 70 tons was towed from Constanta port to Mangalia whenever it was needed.
10. The four obsolescent destroyers were the largest vessels to enter Lake Mangalia and they were towed to prevent their propellers from stirring up the bottom of the canal which connected the lake with the sea. The lake bed required continuous dredging to maintain a sufficient depth of water for the destroyers, and the south bank in particular was subject to constant erosion.
11. Naval personnel were issued aluminum identity discs which were worn around the neck. The discs, which were stamped with [redacted] the sailor's unit and his service number, were issued only when the sailor was assigned to a warship and were subsequently returned to the stores for later issue to new personnel.
12. The headquarters of the Rumanian Navy was located, together with the headquarters of the rear services, near the military hospital on the Mamaia road in Constanta. Very large equipment stores and a school for administrative and non-commissioned officers was located in a large naval barracks in Medgidia.
13. [redacted] the following personalities at the Mangalia Naval Base:
 - a. Lt. Captain Nicolae Cristea was the commanding officer of Motor Torpedo Boat Company No. 2.
 - b. Lt. Captain Ilie Gaman was the deputy commander for political affairs of Motor Torpedo Boat Company No. 1.
 - c. Engineer Captain Mandin (fnu) was the technical officer of Motor Torpedo Boat Company No. 1. [redacted]
 - d. Captain First Rank Popa (fnu) was the commanding officer of the naval base.
 - e. Lt. Captain Stelian Popoaca was the commanding officer of the motor torpedo boat squadron. [redacted]
 - f. Lt. Captain Ilie Zagan was the commanding officer of Motor Torpedo Boat Company No. 1. [redacted]

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14. [redacted] a large sketch of the Mangalia Naval Base. Following is the legend to this sketch: 50X1-HUM

1. Mangalia railroad station
2. Barracks of the Frontier Guard unit responsible for the Mangalia area.
3. House belonging to Emil Bodnaras.
4. Concrete structure which has a wall four meters high facing the lake and which is camouflaged against aerial observation by green vegetation planted on the roof. 50X1-HUM
[redacted]
5. New rest home area.
6. Officers club and rest home of Mangalia base.
7. Town bakery.
8. Old lighthouse.
9. Naval Frontier Guard checkpoint. 50X1-HUM
10. New light. [redacted] a radio station at the top of the lighthouse transmitted radio signals to assist in the navigation of ships entering Mangalia port.
11. Naval checkpoint for the inspection of vessels entering the harbor.
12. Local garrison guard station and military police depot.
13. Canteen for civilians employed at the naval base.
14. Military hospital.
15. Apartment houses for officers and their families.
16. Railroad switchpoint (magaz).
17. Checkpoint at the entrance to the naval base.
18. Football field.
19. Empty huts, to be demolished.
20. A small administrative camp office "Tabara Lacul"
21. Barracks, not always occupied.
22. Pontoon bridge which opens in center to allow vessels to pass.
23. Frontier Guard checkpoint.

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24. Building used for paramilitary training. The room in the center of the building is higher than the others and contains a radio station.
25. Road to "2 Mai" village.
26. Garrison clinic.
27. Barracks of the garrison headquarters personnel.
28. Mess of the garrison headquarters personnel.
29. Garrison headquarters.
30. Repair shop for heavy ordnance.
31. Submarine anchorage.
32. Railroad unloading ramp.
33. Current rectifier and battery charging station.
34. Torpedo boat anchorage.
35. Seaplane anchorage.
36. Dry dock for torpedo boats.
37. Barracks for crews of motor torpedo boats.
38. Mess for crews of submarines and motor torpedo boats.
39. Offices of the headquarters of the motor torpedo boat squadron.
40. Power station.
41. Central rations store.
42. Central equipment store.
43. Lighthouse, 40 meters high, surmounted by a glass cabin and a sun dial.
44. Wooded strip which conceals the naval installations from the shore.
45. Barracks of an antiaircraft artillery unit, which is deployed on the surrounding hills.
46. Checkpoint at the exit of the naval base.
47. Six huts, called "Tabara Hasuri" which house an engineers unit.
48. Office buildings of the engineers unit.
49. Underground stores of small arms and ammunition.
50. Central Stores of heavy equipment and material.

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51. Stores of refrigerated rations.
 52. Stores of ordinary rations.
 53. Central stores of construction timber and firewood, surrounded by a fence with watch towers at the four corners.
 54. Football field.
 55. T-shaped, 2-story building of a naval trades school. The lecture rooms for each trade were equipped with periscopes, radar, and allied equipment.
 56. Two-story building of the headquarters and administrative offices of the naval base.
 57. Two-story building. A canteen, dining room and club occupied the ground floor, and the base radio center was on the second floor.
 58. Four 2-story barracks for base personnel and new recruits.
 59. Deep water hole surmounted by a tower, used for training divers and submarine crews.
 60. Central repair shops for optical equipment and small arms.
 61. Quay.
 62. Dispensary of the training depot.
 63. Stores of the training depot.
 64. Gasoline filling station.
 65. Central garage of the naval base.
 66. Two wood huts housing the administration of the training depot.
 67. A well.
 68. A large timber structure extending from the foot of the surrounding hills to the lake shore (no details).
 69. Ammunition dump built in the side of the hill.
 70. Main quay, which destroyers and other large vessels use.
 71. Machine and carpentry shop.
 72. Ship repair machine shop.
 73. Spare parts store for ship repair.
 74. Ship repair carpentry shop.
 75. Ship repair machine shop and forge, equipped with a large lathe (about 10 m. between centers) and a slotting machine (bed about seven meters).

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76. Dry dock. A floating dry dock is usually anchored nearby.
77. Mess and club of the ship repair unit.
78. Barracks of the ship repair unit.
79. Fueling quay, which has about three fueling towers. The fuel container is located above the quay and is apparently supplied by tankers from Constanta.
80. Fuel reservoir built in the side of the hill.
81. Three concrete tunnels for storing torpedoes. The tunnels, situated on the edge of the lake, are relatively long and are fitted with heavy metal doors which open and close automatically.
82. Quay for loading and unloading torpedoes.
83. Barracks of the MAI troop unit responsible for guarding the naval base.
84. Dirt road leading to a firing range and on to Albesti.
85. Three underground water reservoirs. Because they are located relatively far from the base, a special guard detachment was assigned to watch them.

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